



California Environmental Protection Agency

Air Resources Board

FACT SHEET

Fleet Rule for Public Agencies and Utilities

Sections 2020, 2022 and 2022.1, Title 13, California Code of Regulations

On December 8, 2005 the California Air Resources Board (ARB) adopted a fleet rule to reduce diesel particulate matter (PM) emissions from fleets operated by public agencies and utilities.

Who Must Comply with the Regulation? Any municipality or utility that owns, leases, or operates on-road diesel-fueled heavy-duty vehicles with a 1960 to 2006 model-year medium heavy-duty or heavy heavy-duty engine and a manufacturer's gross vehicle weight rating greater than 14,000 pounds.

What is a Municipality? A city, county, city and county, special district, or a public agency of the United States of America or the State of California, and any department, division, public corporation, or public agency of this State or of the United States, or two or more entities acting jointly, or the duly constituted body of an Indian reservation or rancheria.

What is a Utility? A privately-owned company that provides the same or similar services for water, natural gas, and electricity as a public utility operated by a municipality.

Exemptions: Military tactical support vehicles, emergency vehicles, school buses, urban buses, transit fleet vehicles and solid waste collection vehicles. Some vehicles listed may be subject to other in-use fleet requirements for the reduction of NOx and PM emissions.

Compliance Requirements:

- **Apply Best Available Control Technology (BACT) to Vehicles According to a Specified Implementation Schedule.** Each fleet is divided into three groups based on engine model-year: Group 1 (1960-1987), Group 2 (1988-2002), and Group 3 (2003-2006). The schedule (see Table 1) specifies compliance deadlines and the percentage of each group that must be equipped with BACT by those deadlines. The first compliance deadline is December 31, 2007 when 20% of Group 1 and 20% of Group 2 engines must be brought into compliance.

Best Available Control Technology (BACT) Options Defined:

- An engine certified to the optional 0.01 g/bhp-hr PM standard (2007 model year engine); or
- An engine certified to a 0.10 g/bhp-hr PM retrofitted with the highest level verified diesel emission control strategy; or
- An engine or power system retrofitted with the highest level diesel emission control strategy (DECS) that is verified for a specific engine to reduce diesel particulate matter; or
- An alternative fuel, gasoline or heavy-duty pilot ignition engine; (model year 2004-2006 alternative fuel engines must be certified to the optional, reduced emission; gasoline engines must be certified to the cleanest specified standard).

Recordkeeping to Document Compliance: All records must be kept for the life of the vehicle while it operates in California. Certain records must be kept and made available at the terminal where the vehicle is normally housed. Other records must be kept in the vehicle.

Continuous Compliance: Municipality or utility is required to keep each vehicle in compliance with this regulation, once it is in compliance, so long as the municipality or utility is operating the vehicle in California. Any violations may carry civil penalties as specified in state law and regulations.

Special Provisions

- For Fleets Located in Low-Population Counties and Fleets Granted**

Low-Population County Status: Compliance options provide more time compared to fleets located in larger counties (see Table 1). These fleets may also choose the accelerated turnover option which requires retirement of all 1960-1993 model year engines by 2020 and application of BACT on all 1994 and newer engines by 2025.

- Compliance Extensions May be Granted:** Based on a variety of conditions including: compliance with early implementation schedules, availability of a verified diesel emission control strategy, use of significant quantities of advanced technology vehicles, participation in an experiment or demonstration, and one year from retirement (See section 2022.1(d)).

Table 1 Implementation Schedule for Municipal and Utility Fleet Vehicles

Group	Engine Model Years	Applies to All Fleets		Option for Fleets Located in a Low Population County ² or Granted Low-Population County Status	
		Percentage ¹ of Group to use BACT	Compliance Deadline, as of December 31	Percentage of Group to use BACT	Compliance Deadline, as of December 31
1	1960 –1987	20% 60% 100%	2007 2009 2011	20% 40% 60% 80% 100%	2009 2011 2013 2015 2017
2	1988-2002	20% 60% 100%	2007 2009 2011	20% 40% 60% 80% 100%	2008 2010 2012 2014 2016
3	2003-2006 (Includes dual-fuel and bi-fuel engines)	50% 100%	2009 2010	20% 40% 60% 80% 100%	2011 2012 2013 2014 2015

- 1 An owner may not use Level 1 technology as classified pursuant to title 13, California Code of Regulations section 2700, as best available control technology on a Group 1 engine or vehicle.
- 2 Low Population County: Defined as a county with less 125,000 population as of July 1, 2005. These are: Alpine, Amador, Calaveras, Colusa, Del Norte, Glenn, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, San Benito, Sierra, Siskiyou, Sutter, Tehama, Trinity, Tuolumne, and Yuba Counties.

For more Information:

Ms. Kathleen Mead, Manager
Retrofit Implementation Section
kmead@arb.ca.gov
(916) 324-9550

Mr. Warren Hawkins
Retrofit Implementation Section
whawkins@arb.ca.gov
(916) 324-6771

Public Fleets Website: <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>
Public Fleets Rulemaking Website: <http://www.arb.ca.gov/regact/dpmcm05/dpmcm05.htm>
DECS Verification Website: <http://www.arb.ca.gov/diesel/verdev/verdev.htm>